## Regional Freight Planning Recommendations Study Policy Options

Ref	Policies	Timeframe	Implementing Agency	Priority
Econ	omy		-	
1	Identify and promote value added industries and opportunities that could benefit from the region's freight hub status	Short-term	EDCs, Federal transportation bill	Low
2	Identify and promote existing logistics related training & education opportunities and encourage additional programs, as appropriate for developing and sustaining logistics related workforce	Short-term	State, University/DOT link, tradeshow, Federal transportation bill	High
Indu	stry Logistics Patterns			
3	Identify, assess and implement freight corridors & facilities of regional significance, including clustering of warehousing, distribution and other freight-related centers, based on freight O-D patterns	Short, Mid and Long-term	Port Authority, Local EDCs, MMAs	High
4	Identify, assess and implement opportunities for corridor preservation	Short to Mid-term	CMAP, IDOT	High
5	Identify and promote good practices to facilitate freight movements and mitigate impacts in a variety of land use and development environments	Short to Mid-term	CMAP, IDOT, Municipalities	High
Freig	ht Infrastructure			
6	Identify opportunities for dedicated freight corridor systems (truckways, truck-only lanes, dedicated NHS connectors, Illiana Expressway)	Short-term	CDOT, IDOT, FHWA, ISTHA with involvement from railroads/FRA, counties, and local supporting agencies, especially where local arterials meet the facility	High
7	Identify investment options in alternative modes and intermodal facilities to encourage diversion from congested highway freight corridors	Long-term	Port Authority, or City / State / Maritime / AAR / Airport Authority	Medium
Com	modity/Vehicle Traffic Flows			
8	Reduce empty container moves	Long-term	Federal transportation bill, private railroads, EDCs	Low
9	Manage the travel demand of passenger vehicles to facilitate freight movements, as well as incorporating designs that are conducive to more efficient freight and passenger movements (traffic management)	Mid to Long-term	IDOT, CMAP	High
10	Identify opportunities for reducing tractor (bobtail) and chassis vehicle miles traveled per container move	Long-term	Federal transportation bill, EDCs	Low

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Orga	nization & Public Policy			
11	Establish "CREATE" counterpart for trucking industry which could include policy options such as:	Short-term	Similar format to CREATE, with PPP's among city, state, trucking association, etc.	High
	Identify potential locations and funding sources for expanded truck parking/rest areas with appropriate amenities to enable compatibility with surrounding land uses (high priority)			
	Manage truck delivery times for regional efficiency (high priority)			
	Establish centralized CBD freight distribution nodes (low priority)			
	Explore changes to TS&W limits, allowing higher productivity vehicles on Illinois highways, weighing economics & safety (low priority)			
	Expand and enhance the truck route system in the metro area, integrating other aspects of CREATE for Trucks to optimize the system (high priority)			
	Develop a broadly-available freight planning geodatabase for use by public and private stakeholders to identify regional freight system needs and to coordinate action through information sharing and mutual cooperation. The planning geodatabase would include such items as local and state truck routes, clearance issues, weight restrictions, traffic generators, congestion, parking, and rest areas (high priority)			
	Develop and apply Intelligent Transportation Systems infrastructure on freight system facilities to improve system performance and improve freight handling efficiency (medium priority).			
	Review the necessity and utility of truck lane restrictions; implement modifications, as appropriate (high priority)			
12	Establish governance structure, such as a Port Authority, to identify issues, guide investments and advocate on behalf of the region through public outreach and education, promoting the Chicago economy and protecting the public interest.	Short to Mid-term	CMAP, as facilitator for all partner agencies	Low
13	Promote the Chicago region as a development center for freight tracking and freight data-sharing technologies, encourage private sector innovation	Short-term	CMAP, CDOT, Trucking, CDOT (and Port Authority if present)	High
14	Include freight-related performance measures in project evaluation process to ensure the consideration of freight enhancing projects in the programming process	Short-term	CMAP, IDOT/ISTHA (if they don't already use freight pm's)	High
15	Adopt innovative strategies to better match new & available funds with freight system needs	Short-term	CMAP	Medium
16	Implement the CREATE Program	Short-term	CREATE partners	High

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Envi	ronmental & Community Impacts			
17	Promote lower-emission freight modes and technologies (e.g. Genset locomotives)	Short-term	US EPA, US Ports and Maritime Administration, Metra, private railroads	High
18	Identify and implement design features to control freight- related noise	Mid to Long-term	Individual communities, IDOT, public-private partnerships	Low
19	Develop process for identifying development opportunities, brownfield re-use	Short-term	CMAP, IDOT, IEPA, DCEO, local governments	Medium
20	Support City of Chicago industrial corridor designations of Planned Manufacturing Districts	Short-term	CMAP, local governments	Medium
21	Promote safety programs such as "Operation Lifesaver" and "No Zone"	Short-term	Metra, private railroads, trucking industry, general public, CMAP, any entity willing to fund	Medium
24	Address the higher wear and tear on freight-impacted road surfaces with increased maintenance efforts	Mid-term	IDOT, county government, local government, townships	Medium
25	Reduce road user delay at highway-rail grade crossings, through separations (in addition to CREATE projects), if necessary	Long	IDOT, ICC, CDOT, local governments	High
27	Accommodate freight in ways conducive to intermodal passenger transportation, such as pedestrian, bicycle, passenger vehicle, commuter rail, and inter-city passenger rail, including crossings and shared-use corridors.	Short to Mid-term	CMAP, IDOT, Metra, Amtrak, local governments	High